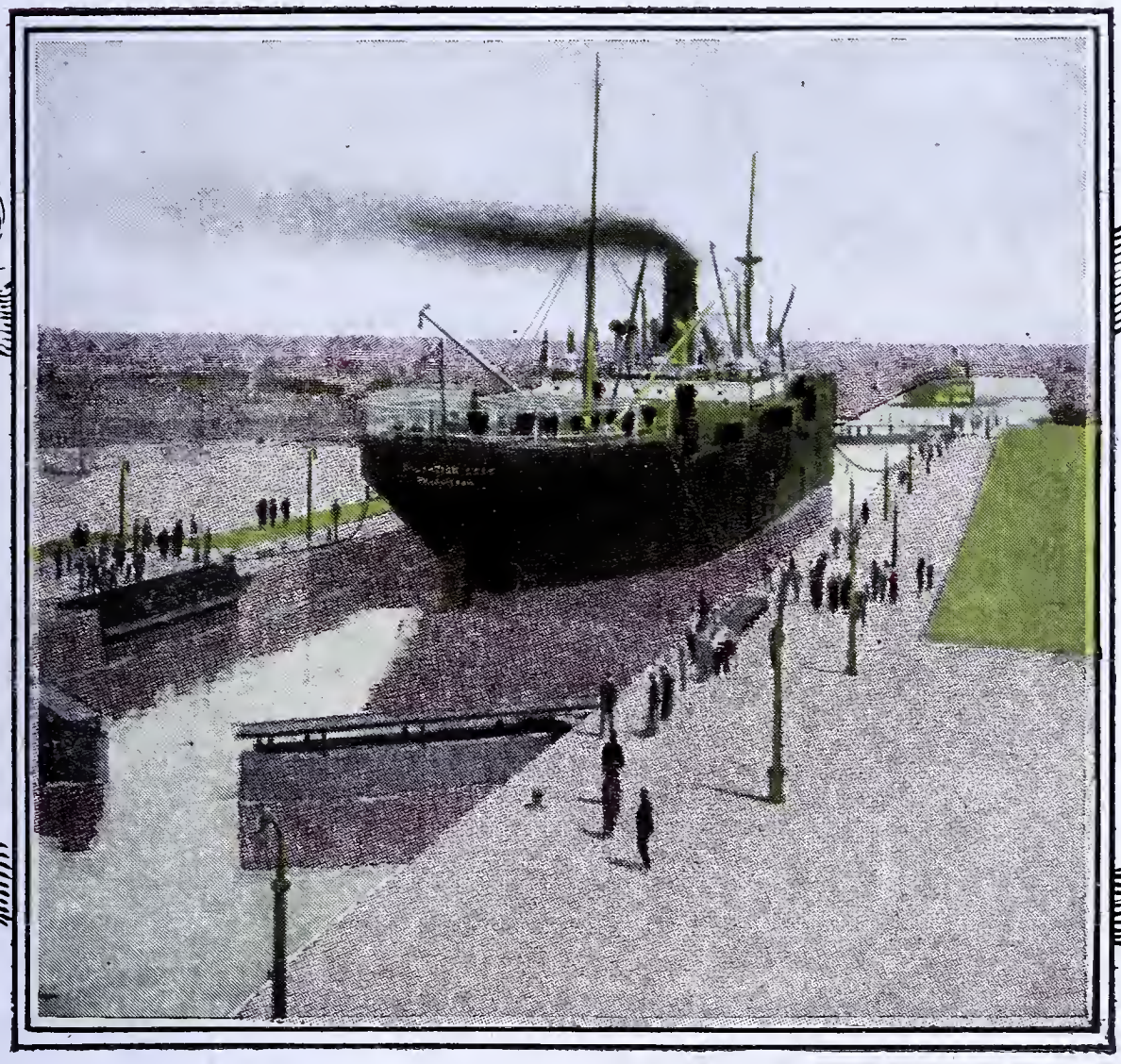
NEW ORLEANS

THE NATION'S SECOND PORT
THE SOUTH'S GREATEST CITY



RBOR

NAVIGATION

CANAL

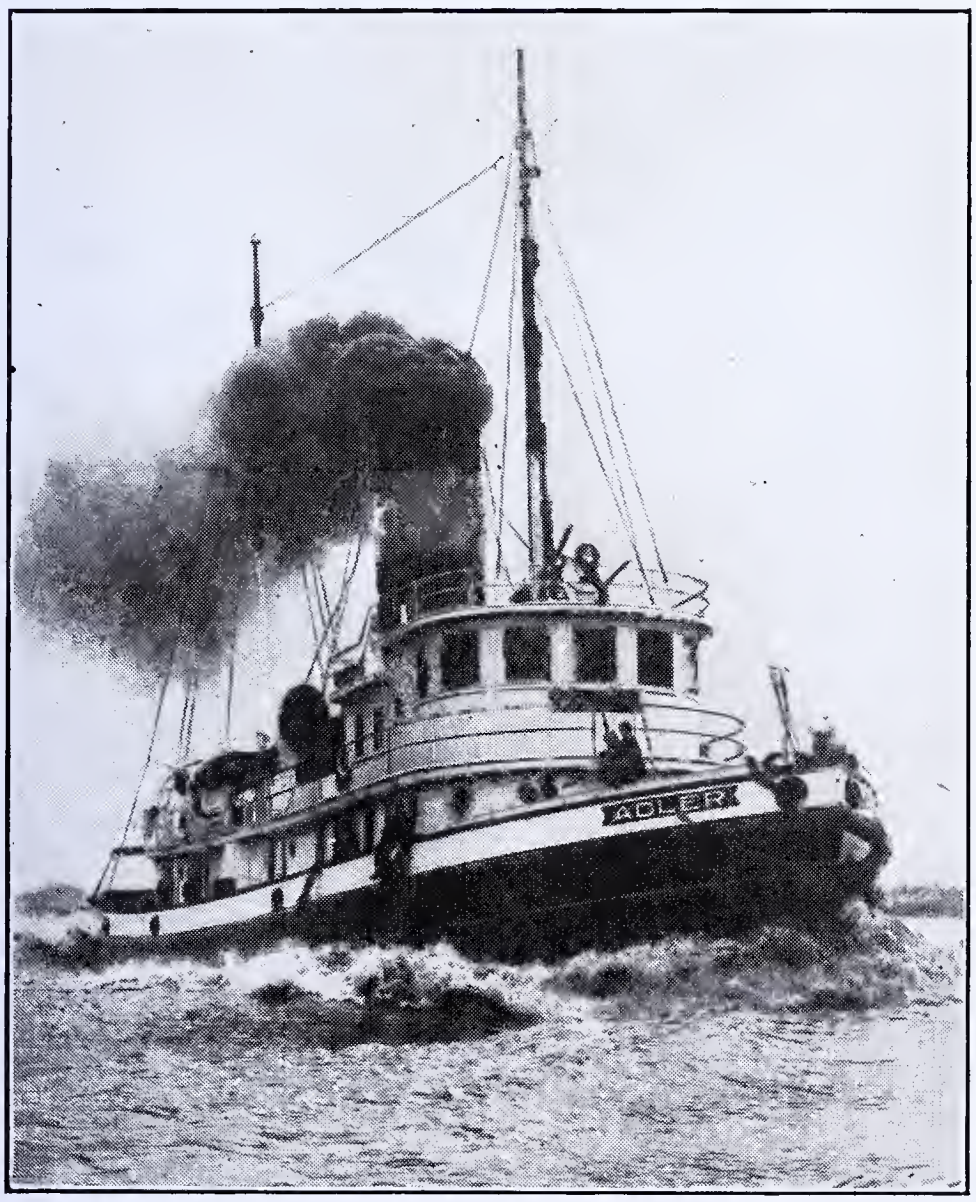
LOCK

Board of Commissioners
Port of New Orleans

MAY 1, 1923

NEW ORLEANS

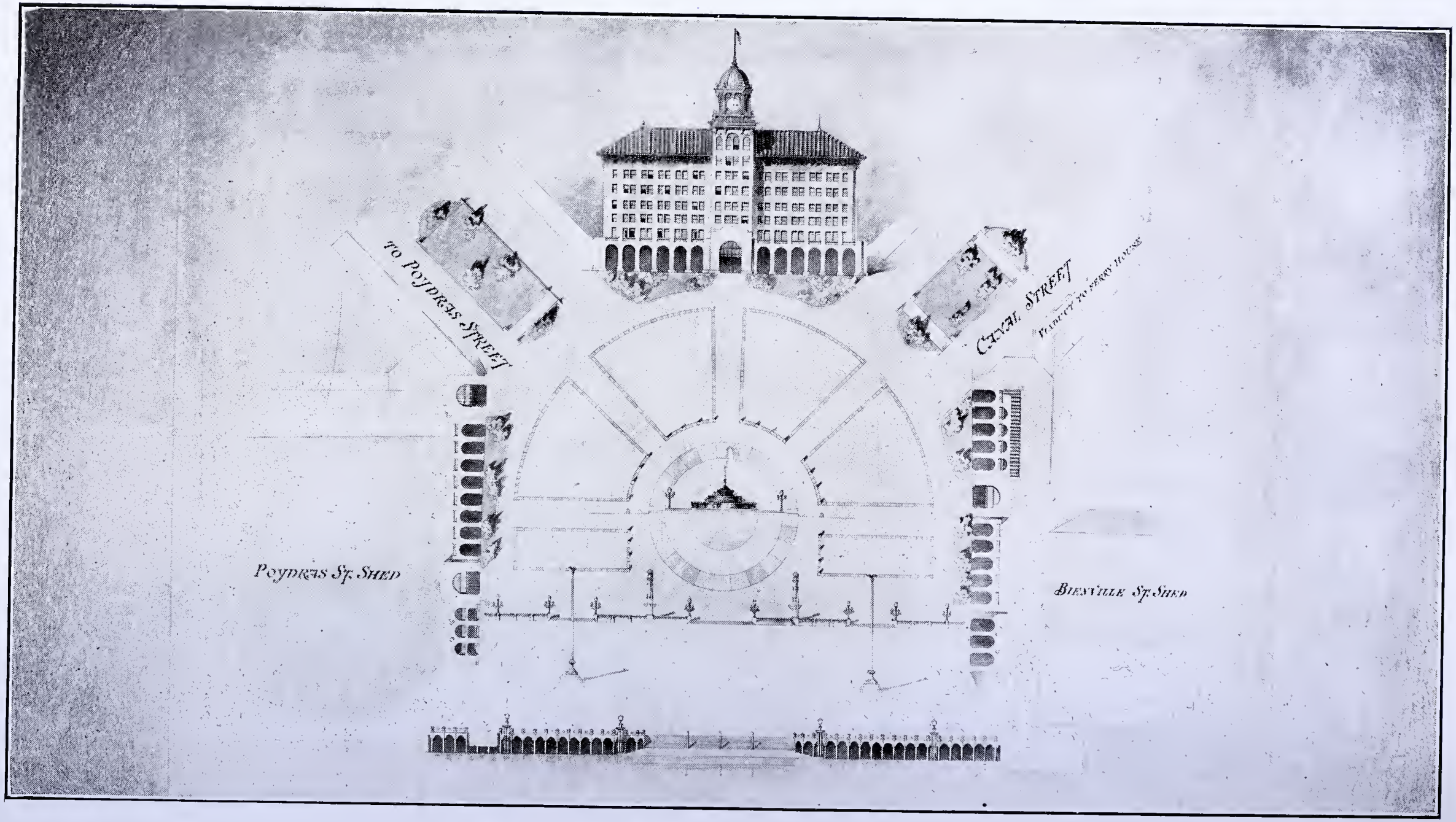
THE NATION'S SECOND PORT
THE SOUTH'S GREATEST CITY



TUG ADLER

MAY 1, 1923

Compiled by Frank T. Cass.



Proposed Improvements — Canal Street Landing

CONTENTS

BOARD OF COMMISSIONERS

OF THE

PORT OF NEW ORLEANS

200 New Court Building, New Orleans, La.

OFFICIALS

R. S. Hecht, President.
A. M. Lockett, Vice-President.
Neal M. Leach, Treasurer.
W. L. Richeson, Chairman, Finance Committee.
E. S. Butler.

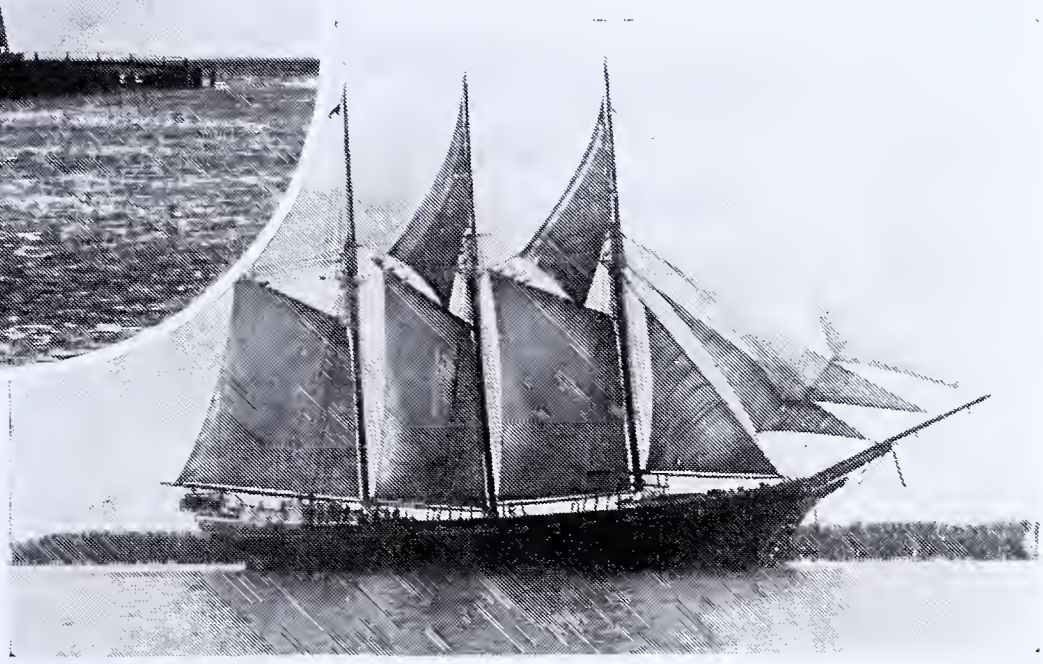
—:0:—

J. H. Walsh, General Manager.
Tiley S. McChesney, Asst. General Mgr., Asst. Sec., Asst. Treas.
R. K. Smith, Director of Industrial Development.
T. R. Spedden, Office Superintendent.
W. S. Hammond, Eng. Asst. to General Manager.
Sam'l Young, Chief Engineer.
W. H. DeFrance, Superintendent of Docks.
C. F. Sanford, Supt. Grain Elevator and Coal Handling Plant.
E. H. Lockenberg, Superintendent Cotton Warehouse.
D. B. Shepherd, Auditor.
N. B. Rhoads, Supervisor of Purchases.
C. E. Dickey, General Storekeeper.
T. D. Sadler, Traffic Assistant.
T. S. Shaw, Employment Assistant.
T. H. King, Captain, Harbor Patrol.

—:0:—

J. F. Coleman Engineering Co., Consulting Engineers.
Arthur McGuirk, Special Counsel.
Harold A. Moise, Attorney.
Arthur B. Hammond, Assistant Attorney.

INTRODUCTION



At the Mouth of the Mississippi River

FOREIGN trade as well as domestic trade is essential, for no country can supply all of its own needs. A port is a nation's gateway to foreign lands. It belongs to the whole of its hinterland rather than to a city or even a state.

For over two hundred years our Port, the Mississippi Valley's Port, marching with the times, has maintained its position by supplying the terminal requirements for maritime commerce. Vast sums of money have been spent to build these terminals. We offer to ships and shippers, as we have offered for two hundred years, a harbor and a port which justifies its use by service to the nation.

Surrounding the Port is our city of busy and prosperous people whose efforts facilitate the movement of vast volumes of commerce. They have made of this the Nation's Second Port in foreign trade.

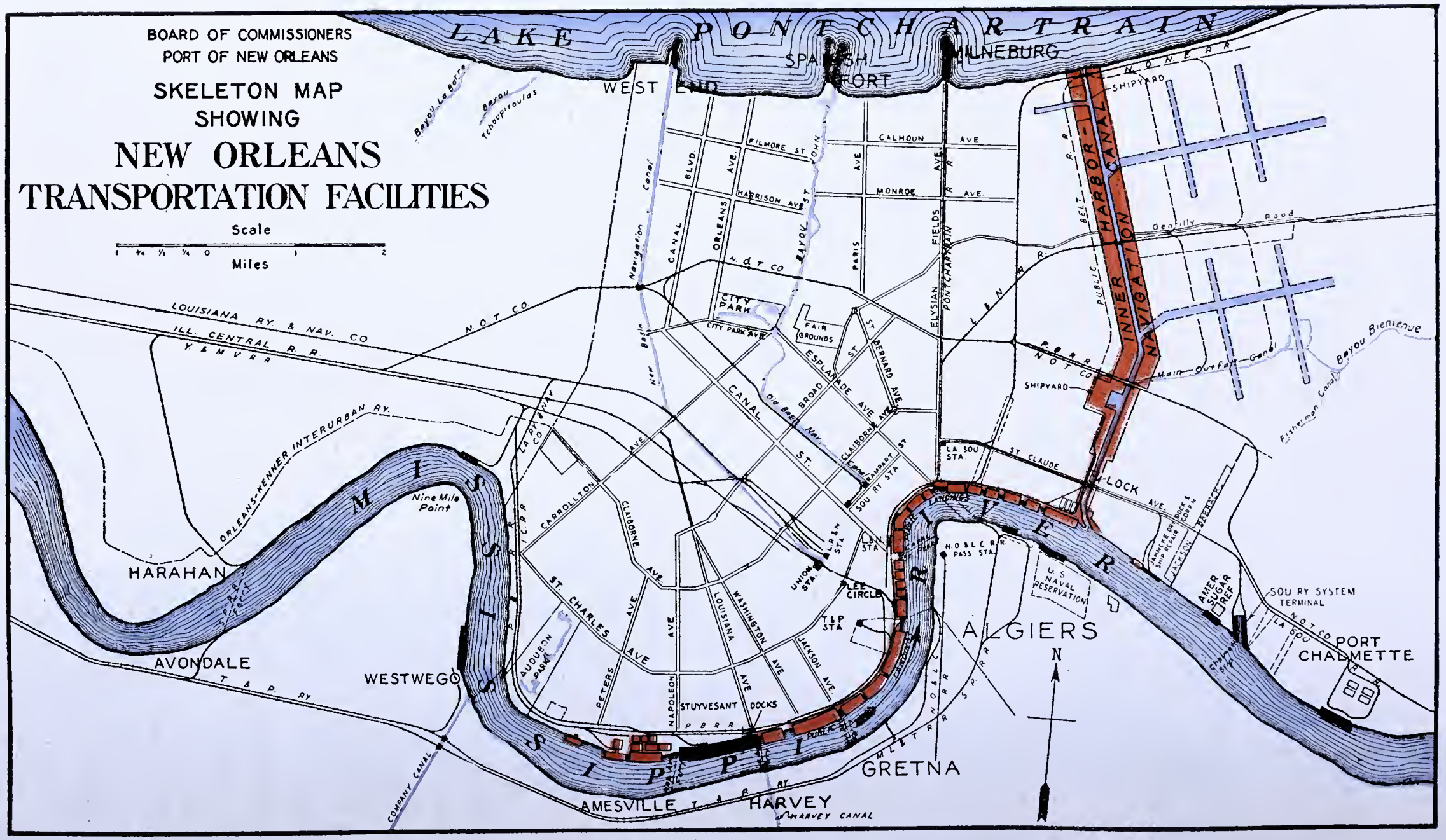
Much information is available showing the trade of New Orleans. This pamphlet can only point out its salient features.

BOARD OF COMMISSIONERS
PORT OF NEW ORLEANS

SKELETON MAP
SHOWING

NEW ORLEANS TRANSPORTATION FACILITIES

Scale
Miles



The City in 1803

NEW ORLEANS

NEW ORLEANS, the South's Greatest City and the Nation's Second Port, is the geographical center of the shipping of North and South America.

Bienville, the French Explorer, founded the City in 1718, planning to make it the concentration and shipping point for New France, now the Mississippi Valley.

The City is located on the east and west banks of the Mississippi River, about 110 miles from its mouth. It is bounded on the north by Lake Pontchartrain. The land is level, the City well drained and healthful. Large expenditures have been made in public improvements, the sewerage and water system is ideal, and the parks large and beautiful. Living conditions are better than in most of America's cities. Climatic conditions are such that work out of doors never ceases.

As a banking and manufacturing city, New Orleans leads all others of the South. Among its principal industries are sugar and oil refineries, cotton, rice and flour mills, chemical works, foundries, machine shops, furniture manufacturing, coffee roasting, cooperage, lumber manufacturing and publishing. Its manufactured products are valued at over $300,000,000 yearly.

New Orleans, as a trans-shipment point, has grown in wealth and trade. Ships from all parts of the world enter the harbor, which averages three-fourths of a mile in width, and from 30 to 200 feet in depth. It is a fresh water harbor, open all the year round, in which there are no tides.

LOUISIANA

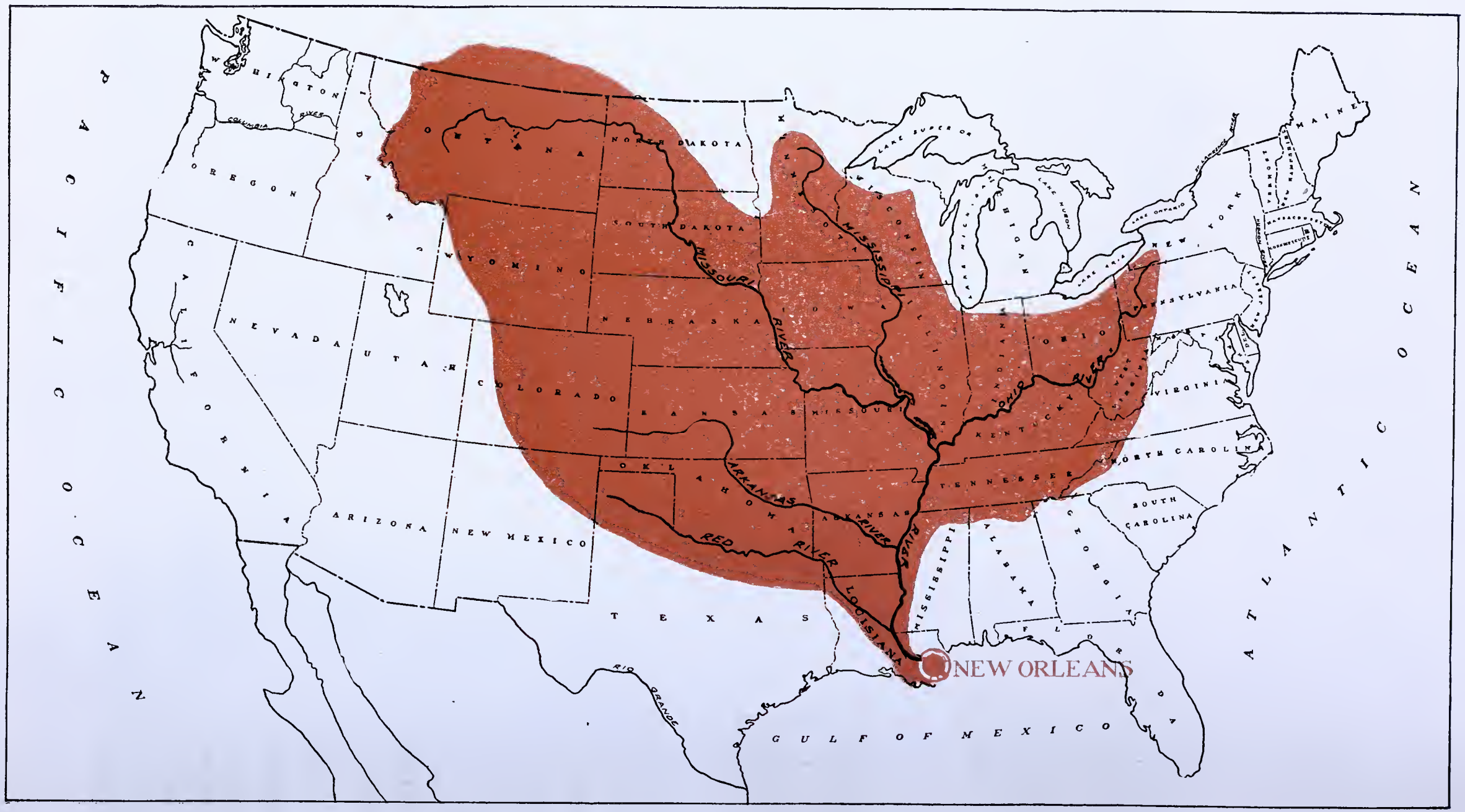
The State of Louisiana, of which New Orleans is the prin-

Banking Center of the South

cipal city, abounds in natural wealth, producing large quantities of oil, natural gas, sulphur, salt and lumber.

In agriculture it ranks first in the production of cane sugar and rice, and the total value of all its farm crops rose, in ten years, from $75,536,538 to $206,182,548, or 175 per cent. In the same time the value of its manufactured products increased from $255,312,648 to $676,189,648, or nearly 165 per cent.

Interior of Banana Shed



The Mississippi Valley — And Its Port

Bound Down the River

THE MISSISSIPPI VALLEY

THE Mississippi Valley is the heart of our continent. It includes all that area between the Appalachian Range and Rock Mountains which is drained by the Mississippi River System.

The Mississippi River rising at Lake Itasca, in Minnesota, flows in a southerly direction to the Gulf of Mexico, a distance of 2,477 miles. It is joined on its way by the Missouri (2,551 miles) ; Ohio, (968.5 miles) ; Arkansas, (1,460 miles), Red (1,275 miles), and many smaller streams. This river system drains an area of 1,240,000 square miles and affords 15,000 miles of navigable waterway. At one time, it furnished the principal means of transportation to the early settlers. The Missouri-Mississippi River (about 4,200 miles) is the longest river in the world.

The growth of this area, industrially and agriculturally, has been one of the marvels of all history. La Salle, Father Marquette, Iberville and Bienville, the French Explorers from Canada, were all dreamers of a mid-continent empire for France. These men explored the Valley and they estabiished forts, trading posts and colonies which today have grown into great cities. In 1803 this area became, by purchase, a part of the United States. Settlers from the Atlantic Coast began the westward movement, and each year we find the center of population,

wealth, manufacture and agriculture moving deeper and deeper into this Great Basin. Today it contains over 50 per cent of the population and over 50 per cent of the estimated wealth of the country.

Its Port, New Orleans, has grown from a village of 2,540 inhabitants, in 1810, to a city of over 400,000.

THE CABILDO

The Spanish Court House in which the transfer of the Mississippi Valley from Spain to France and from France to the United States took place. Erected in 1795, it is the most historic building in the Valley

United Fruit Company's Vessels at Girod Street Landing

1896 1923

R.S. HECHT, President

A.M. LOCKETT, Vice. Pres.

NEAL M. LEACH, Treasurer

W.L. RICHESON
Chairman Finance Comm.

E.S. BUTLER

TILEY S. McCHESNEY
Asst. General Manager

J.H. WALSH
General Manager

R.K. SMITH
Director, Industrial Development

Board of Commissioners of the Port of New Orleans

Governor John M. Parker

THE ADMINISTRATION OF THE PORT

NEW ORLEANS has always been a publicly owned port. The French, founders of the City, were believers in communal effort, and set apart the river front for public use to aid the commerce and navigation of the Port.

This old French law was in force in 1803 when the United States took over the Louisiana Purchase. And by treaty with the French our Government guaranteed to the people the free and unobstructed use of the river and river banks for commerce. The City of New Orleans administered the river front until 1901.

In 1896 the State, through the Legislature, created the Board of Commissioners of the Port of New Orleans. It defined the Port (see map on page 30) to include certain areas on the east and west banks of the Mississippi River in Orleans, Jefferson and St. Bernard Parishes, and the shores of Lake Pontchartrain, Lake Borgne, and the Rigolets, in Orleans Parish.

Public Coal Handling Plant

River Steamboat

The total water frontage of the Port equals 125 miles, of which 41.4 miles is on the Mississippi River, and 11 miles on the Inner Harbor-Navigation Canal. In the Board is vested the power to regulate the commerce and traffic of the Port in such manner as in its judgment may be best for the Port.

This Board, composed of five members, is non-partisan, and its membership is chosen from the leading business men of the City who serve without pay. A General Manager administers its affairs.

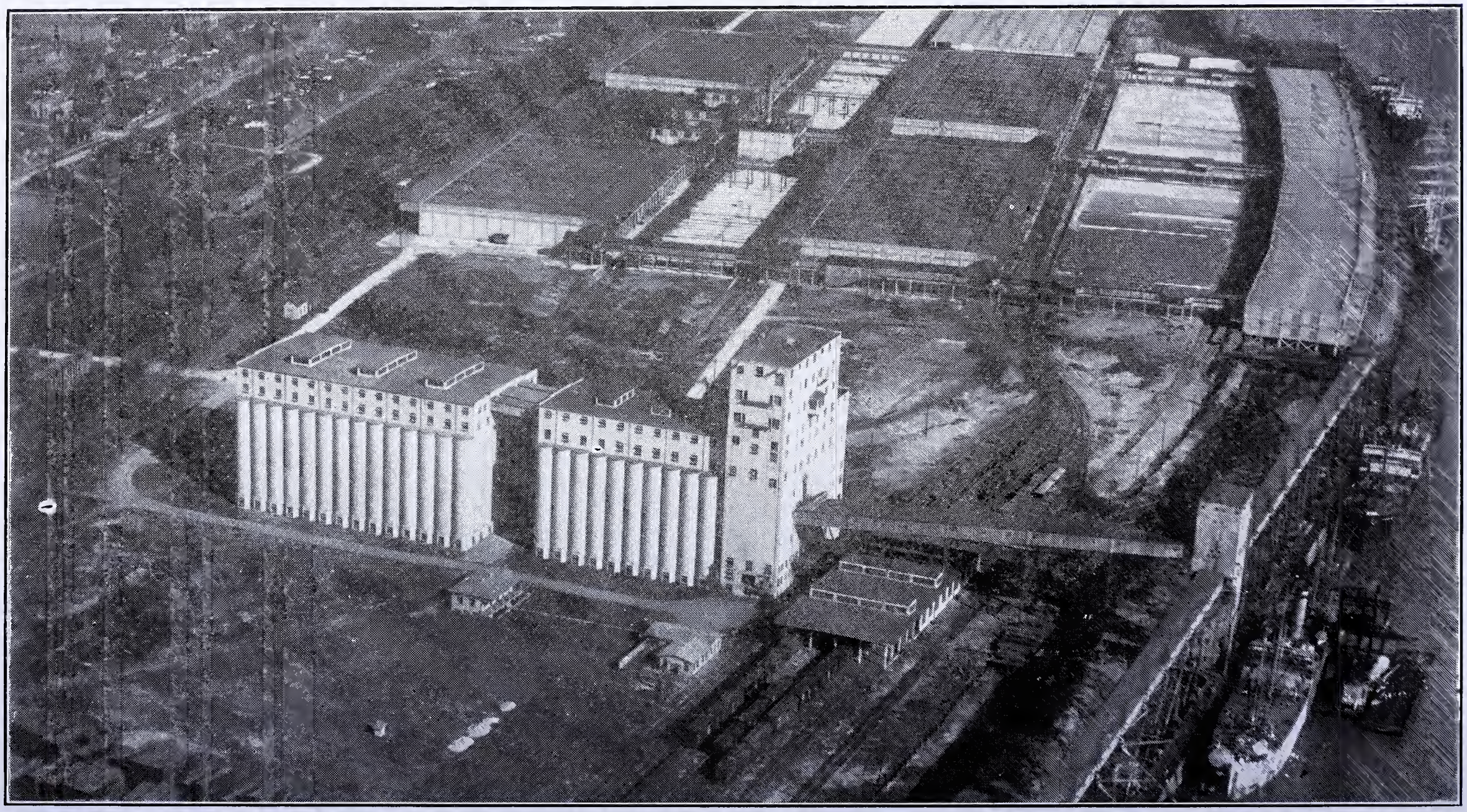
The Board took charge in May 1901. At that time the wharves were only temporary structures, and there were no sheds or freight-handling equipment of any kind.

From time to time the Legislature granted power to the Board to issue bonds against the State, the proceeds of which have been used in the construction of the present high class wharves, sheds, warehouses, elevator, coaling plant and the Inner Harbor-Navigation Canal.

The bond issue to date totals $36,750,000, but the Board's properties are worth more than a hundred million dollars. For the last fiscal year the total revenue from all departments amounted to three and one-half million dollars, while the expenses were three million dollars.

It it believed that the success of the Port is due largely to its method of administration.

Building H.—Public Cotton Warehouse



Airplane View—Public Grain Elevator and Public Cotton Warehouse

Typical River Front Scenes

THE PORT'S BUSINESS

NEW ORLEANS is the Second Port of the Nation in value of commodities and tonnage of foreign trade. The Port showed a steady growth to June 30, 1914, and for that fiscal year its foreign trade was valued at $283,000,000; the imports at $90,000,000, and the exports at $194,000,000. A total of 2,923, with a net registered tonnage of 6,000,000 tons, entered and cleared from the Port in order to handle this foreign trade.

The War upset trade conditions. The foreign trade business of the Port increased by leaps and bounds and reached its height, in value, in the year 1920. But each succeeding year has seen an increase of volume in tons of ocean freight. The value of imports into the United States exceeded five billion dollars in 1920, and the exports were valued above eight billion dollars. The Port of New Orleans handled 5.19 per cent of these imports and 8.66 per cent of these exports. The value of the business of the Port, in that year, exceeded one billion dollars, divided into—

Export	$ 712,380,439
Imports	274,073,005
Coastwise	85,923,007
Total	$1,072,376,451

A total of 6,261 vessels, with a combined net registered tonnage of 14,000,000 tons, were necessary to handle the foreign trade in that year.

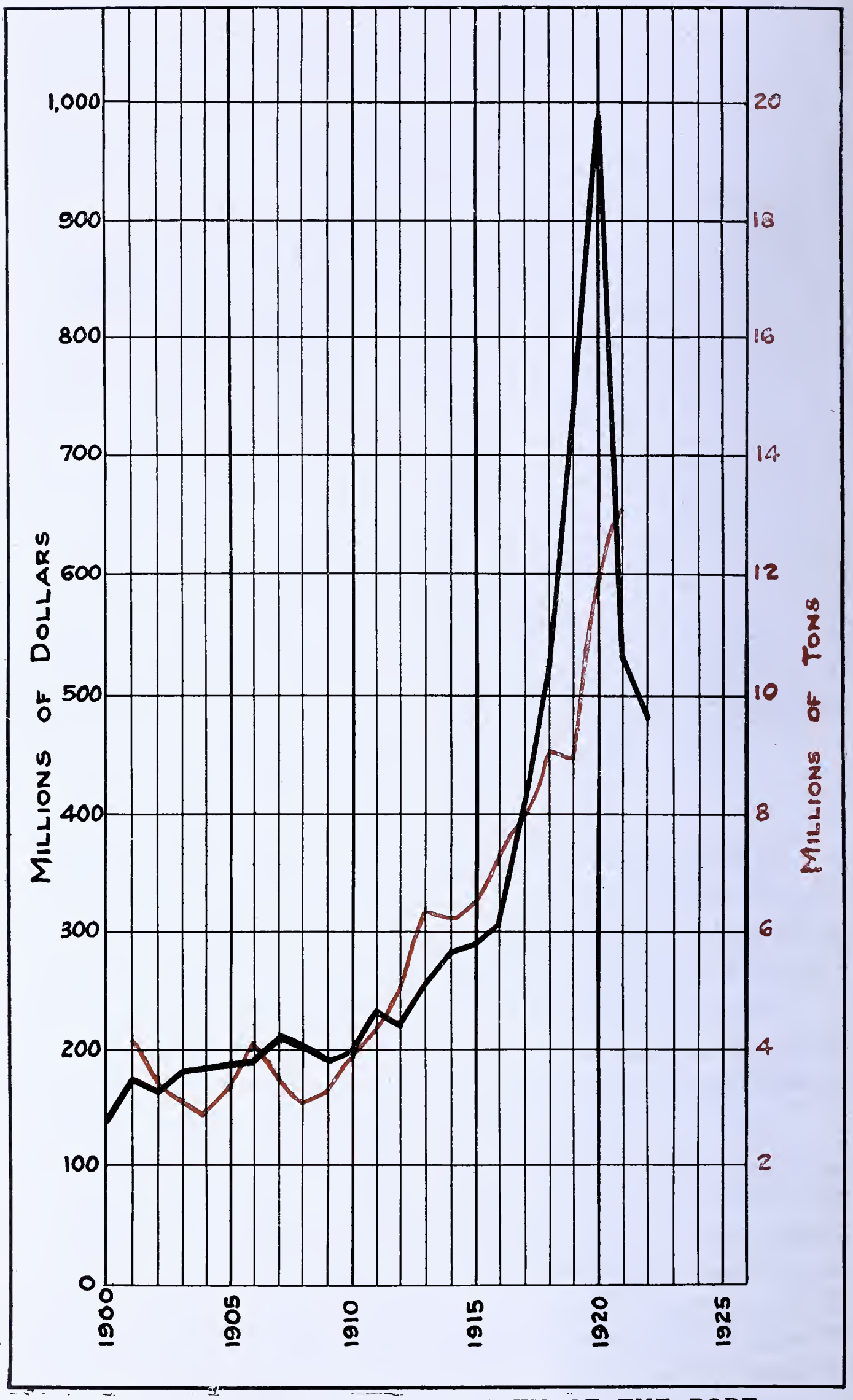


CHART SHOWING THE GROWTH OF THE PORT

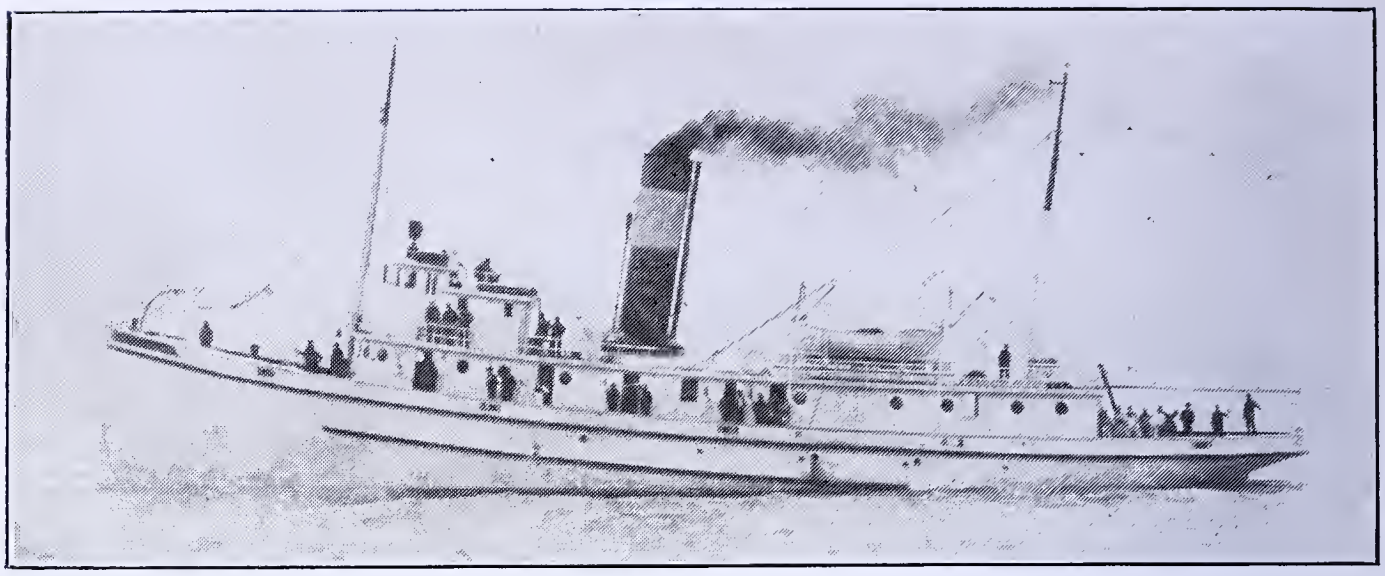
Black line indicates value of foreign trade; red line indicates tons of cargo passing thru the Port

Public Belt R. R. Facilities at Desire Street Landing

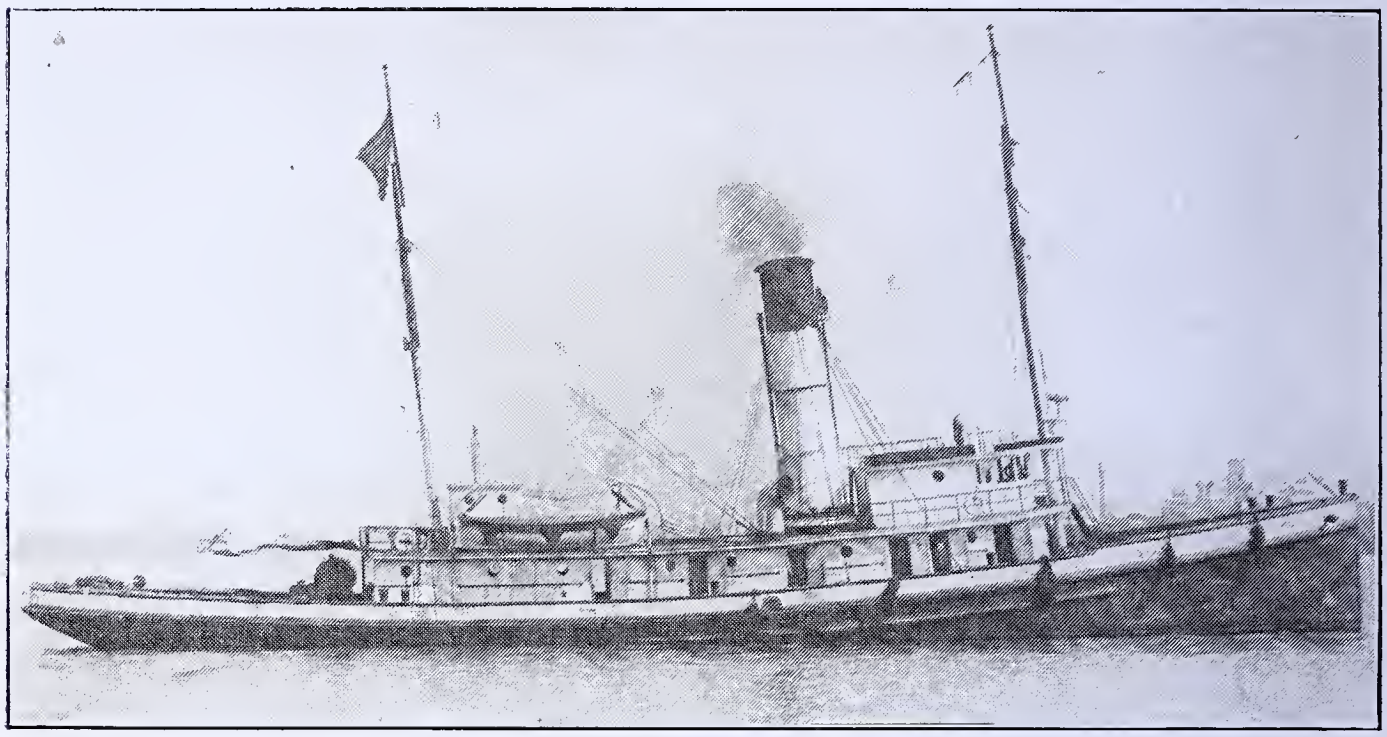
A greater number of tons of cargo passed through the Port in 1921 than in 1920. The decline in value of the commodities, principally cotton, bread-stuffs, sugar, coffee and oil, reduced the value of the foreign trade.

To carry the foreign trade business in 1921, 6,350 ships were used. The net tonnage was 16,000,000, which shows a substantial increase over 1920.

The final statistics of foreign trade for the year of 1922 have not been completed as this pamphlet goes to press. There has, however, been a further increase in the number of tons of cargo handled through the Port. But the decline in prices of our exports which began in 1920 was still in effect in 1922. The unofficial figures give the value of the exports passing through the Port as THREE HUNDRED AND FIFTY-THREE MILLION DOLLARS.



ROBT. W. WILMOT



H. C. CADMUS

W. G. COYLE COMPANY'S FLEET

A few of the leading export commodities are shown in the following table:

		1922
Cotton	bales	1,107,130
Cotton Linters	bales	17,139
Cotton seed cake and meal	lbs.	88,435,386
Barley	bu.	172,885
Corn	bu.	29,104,213
Oats	bu.	547,091
Rye	bu.	1,607,724
Wheat	bu.	27,535,323
Rice	lbs.	192,728,212
Rosin	bbls.	167,611
Turpentine	gals.	1,558,166
Tobacco, unmanf. leaf	lbs.	111,974,945
Sugar	lbs.	144,783,354
Flour	bbls.	2,472,747
Crude Oil	gals.	38,792,430
Gas and other napthas	gals.	224,797,774
Illuminating Oils	gals.	149,867,062
Gas and Fuel	gals.	57,137,835
Railroad Ties	M Ft.	353,647
Staves		14,919,580
Cypress Lumber	M Ft.	2,051
Southern Pine Lumber	M Ft.	63,061
Gum Lumber	M Ft.	27,454
Oak Lumber	M Ft.	34,716

Imports entered at the Port of New Orleans in 1922 greatly

Interior of Coffee Landing

NEW ORLEAN

S DISTRICT

exceeded any previous year in quantity; and in value exceeded 1921 by NINETEEN MILLION DOLLARS.

The nine leading import commodities were in 1922:

Coffee	lbs.	365,383,506
Sugar	tons	660,196
Burlap	tons	73,115
Mineral Oil	gals.	779,824,551
Bananas	bnchs.	20,973,944
Sisal	tons	39,385
Nitrate	tons	65,011
Creosote Oil	gals.	12,013,179
Mahogany	Ft.	15,547,000

As to the business of 1923. It is expected that this year will see heavy export movements in cotton, grain and lumber, passing through this Port. The demand for burlap, nitrate of soda, creosote oil and mahogany assure heavy increases in these imports. Bananas, coffee, sisal and molasses are expected to show increase, but the imports of sugar are not expected to reach those of 1921.

Public Belt R. R. Facilities at Army Supply Base

THE INNER HARBOR-NAVIGATION CANAL

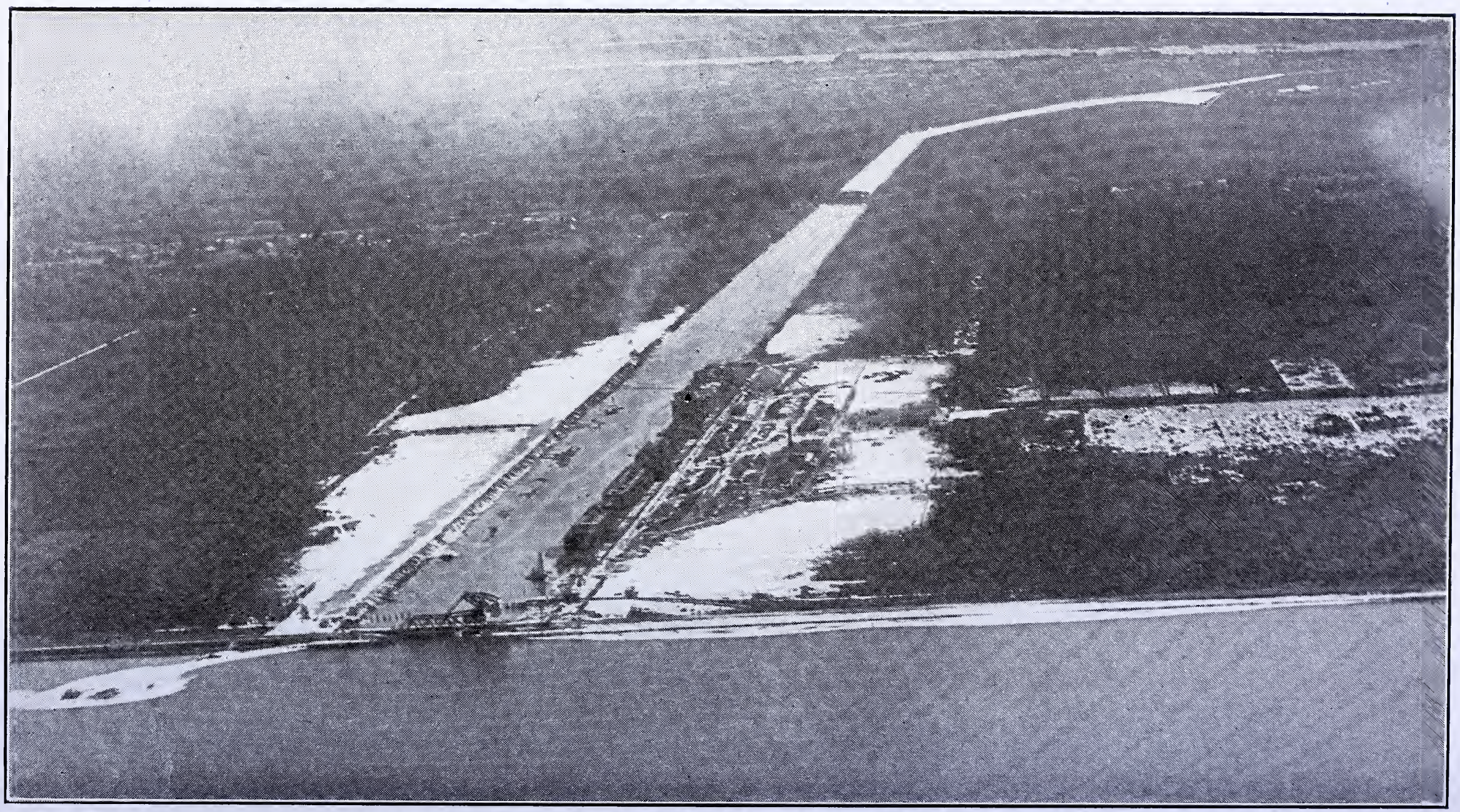
Early Days on the Canal

THE digging of a Canal through the City of New Orleans, connecting the Mississippi River with Lake Pontchartrain, was a long cherished plan. The early plans of such a canal were for navigation purposes only. But the canal that has been constructed serves many purposes. It is, however, a navigation canal. And it provides deep water frontage for industrial development to an immense area.

The laws of Louisiana preserve to the State the ownership of all navigable streams. This servitude in favor of the public has prevented the river front at New Orleans from being monopolized by any group of transportation agencies. It has resulted in the public operation of the Port. Many large industries have built private facilities on the east and west banks of the river within the Port limits, but they do not enjoy an unrestricted use of the banks of the river because of the prior rights of the public.

A canal that would serve as a navigation artery, on whose banks and laterals industries could secure a more satisfactory tenure of use, was conceived, also a waterway which would provide a better and shorter route from the Port to the sea. The Legislature, in 1914, authorized the Dock Board to build and maintain such a canal.

In the spring of 1918 the Dock Board decided to dig the



Airplane View of Canal — Lake to River

Canal. The George W. Goethals Company, of New York, were employed as Consulting Engineers. Actual construction work started on June 6, 1918.

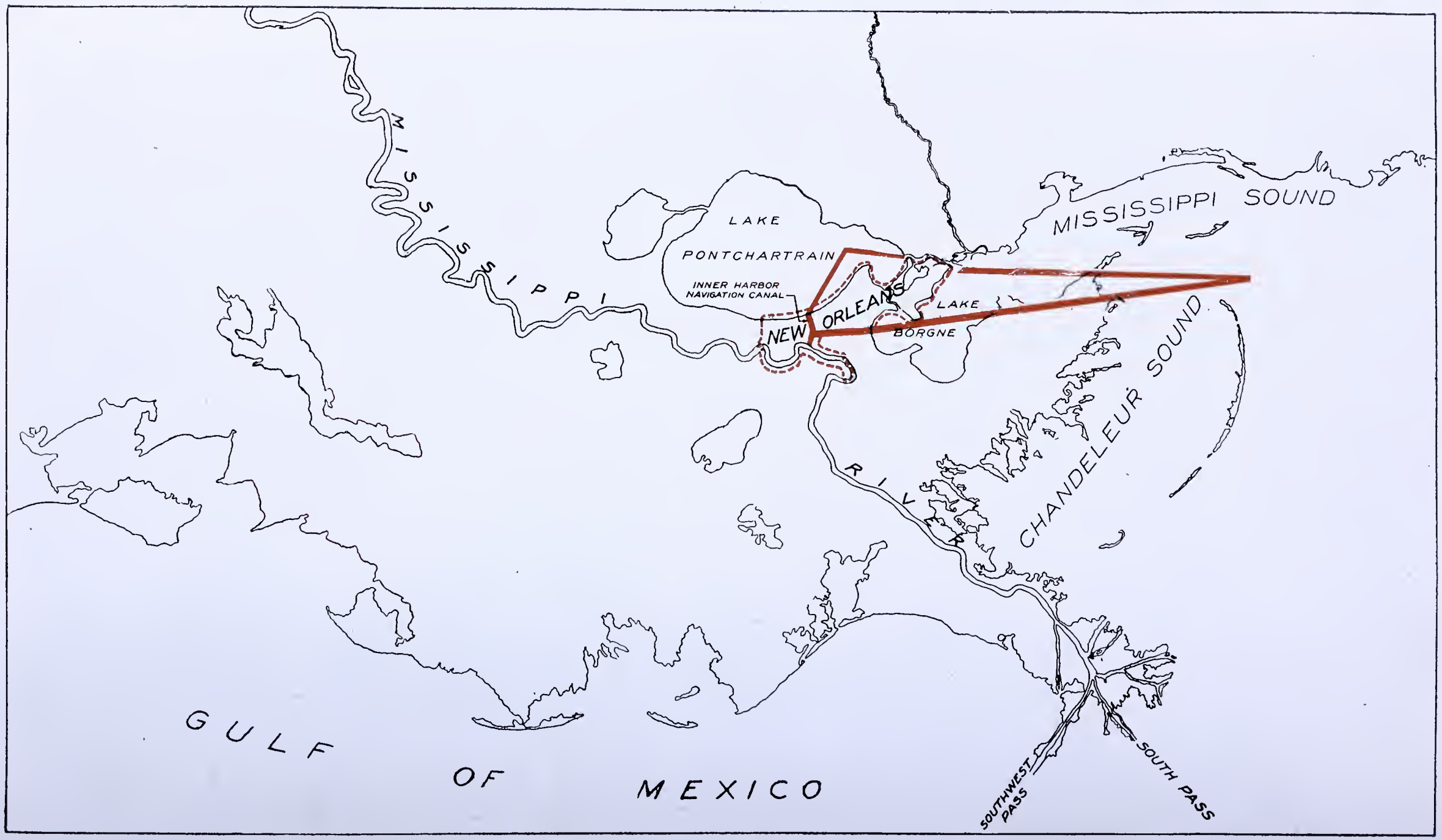
The Inner Harbor-Navigation Canal is five and one-half miles in length. It crosses the City, connecting the Mississippi River with Lake Pontchartrain. It connects with Bayou Bienvenue which flows eastwardly for nine miles to Lake Borgne. The Canal is 30 feet deep and now has a bottom width of 150 feet. It will ultimately be widened, part to 500 feet and part to 600 feet to form a spacious inner harbor.

Lakes Pontchartrain and Borgne are arms of the Gulf of Mexico, and their waters are at its level with practically no tides. In the spring, at flood stage, the Mississippi River is twenty feet higher than these lakes. This necessitated the building of the lock. This lock is 2,000 feet from the river, is constructed of reinforced concrete, and is 640 feet inside length and 75 feet inside width. It will pass at low water a vessel drawing thirty-one and one-half feet. It has five sets of gates, each driven by a 57- H.P. electric motor. This is the first reinforced concrete lock in the world. It is a mass of concrete and steel 1,020 feet long, 150 feet wide and 68 feet high. It cost $9,000,000, and weighs, with the gates and machinery, 225,000 tons.

As a precaution, near the river entrance of the lock is an emergency dam crane. Should an accident occur to the gates, it is possible for this crane to move eight steel girders, each weighing 90 tons, into slots in the walls of the lock. In less than one hour this crane, driven by a 300-H.P. motor, can set in place a dam dividing the waters of the River from those of the Canal.

The Canal is crossed by four Bascule bridges. These bridges are designed to meet the future traffic conditions of the City. Each has a thirty-foot right of way for railroad tracks, twenty-two feet for vehicles and street cars, and eight feet for pedestrians.

The waters of the Florida Walk Drainage Canal cross perpendicularly the waters of the Canal. An inverted siphon, built of reinforced concrete and reaching down forty-six feet below the



NEW ORLEANS AND VICINITY

Solid red line indicates Inner Harbor-Navigation Canal and two of the proposed routes to the sea. The dotted line in red shows the Port Limits over which the Board of Commissioners have jurisdiction.

surface, accomplishes this. It has a capacity of 2,000 cubic feet per second and cost over $850,000.

The map shows the location of the Canal and of certain proposed routes for the canal to the sea. It is not possible at this time to say which route will be followed. By way of the Mississippi River the Port is 110 miles from the Gulf of Mexico; by a canal to the sea it would be less than 65 miles. A canal to the sea would be free from such currents and uncertainties as exist at the mouth of the river, and it would afford to navigation a shorter and safer course to the Port of New Orleans. It could be made any depth desired. Once dug, it could be maintained at a reasonable expense.

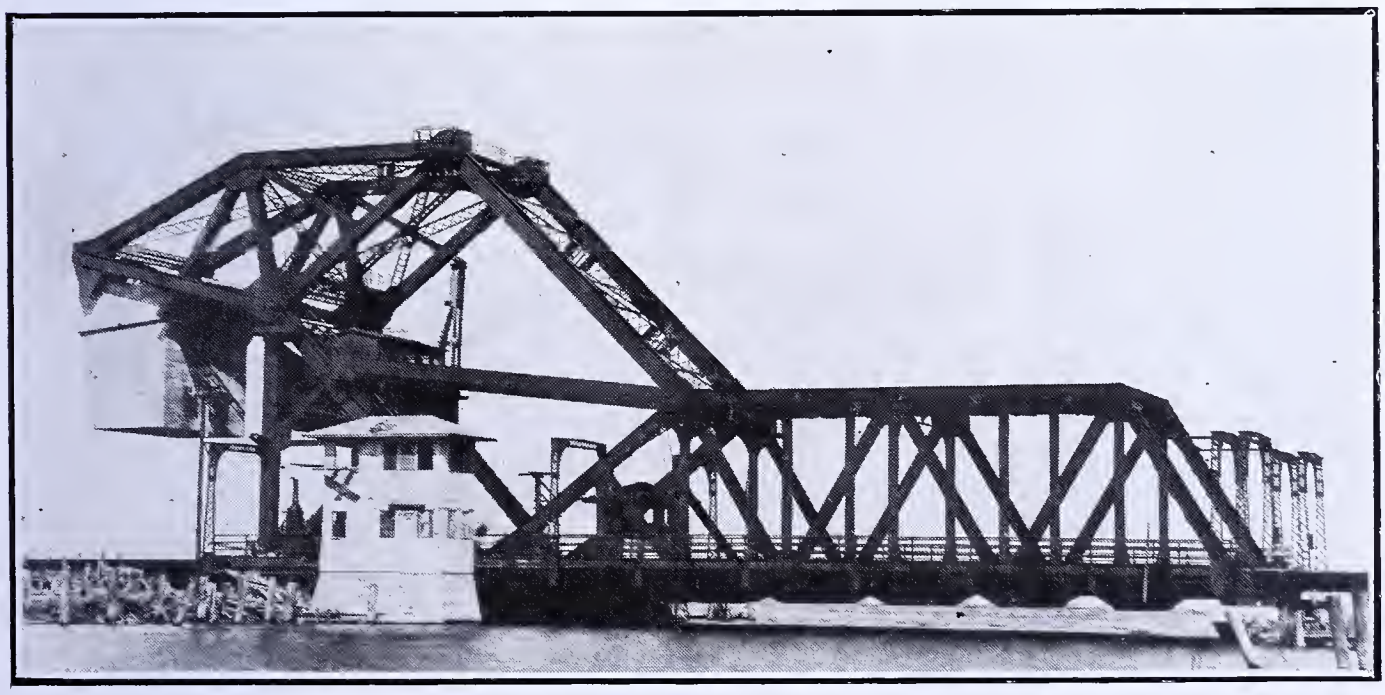
Before the Canal was completed, ships were built and launched on it by the Foundation Company for the French Government. They were sent to sea through Bayou Bienvenue and the Lake Borgne route.

The Doullut & Williams Shipbuilding Company built for the United States Shipping Board eight 9,600-ton steamships and many barges at its shipyard on the Canal.

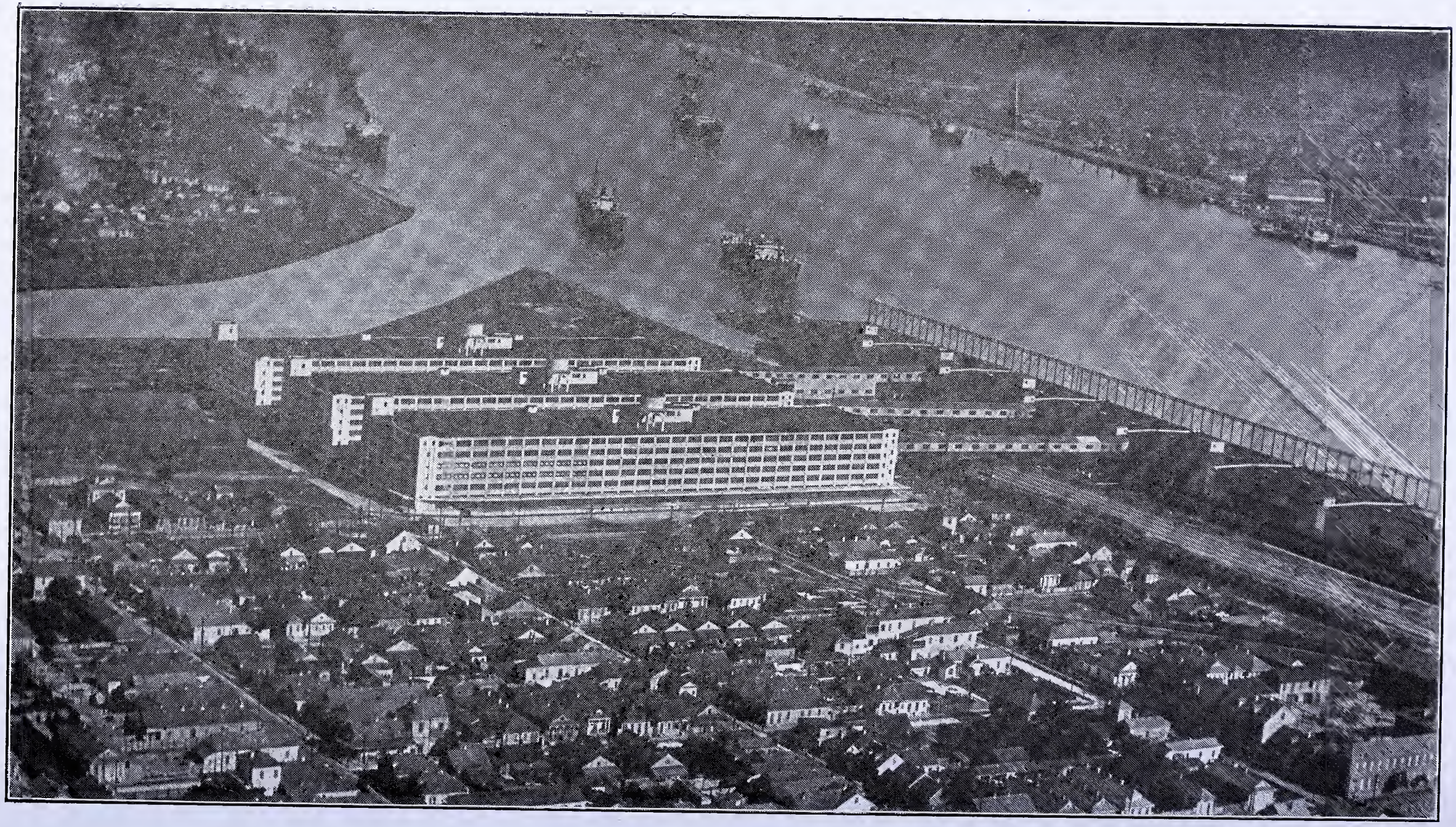
The Lukens Steel Company has leased a site on the west bank and will shortly construct a plant there.

The Board has under construction, at a cost of $2,000,000, the Claiborne Avenue Landing, consisting of a reinforced concrete wharf with a single-story steel transit shed. This is the first public wharf to be built on the Canal and will be 2,400 feet in length and 240 feet wide.

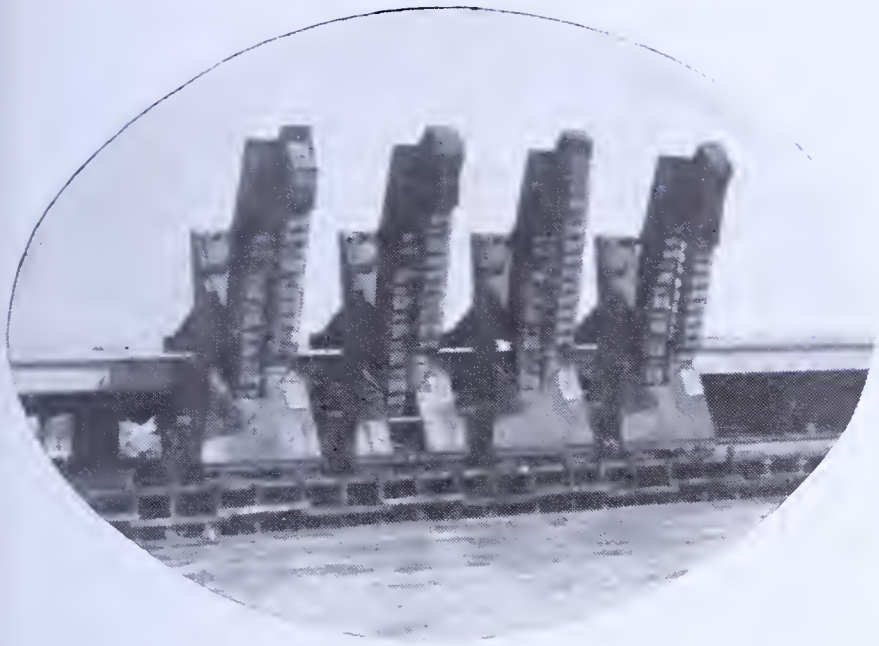
The Canal has cost approximately $20,000,000.



Typical Canal Bridge



Army Supply Base at Canal Entrance to River



Banana Conveyors

THE FACILITIES OF THE PORT

THE Mississippi River furnishes to New Orleans a natural harbor averaging ¾ of a mile in width and ranging from 30 to 200 feet in depth. Anchorage is almost unlimited.

On this harbor have been constructed, on a vast scale, the modern terminal facilities which constitute the Port of New Orleans. The Port is now equipped to trans-ship and store rail, river and ocean traffic efficiently and economically. Its shipyards and shops can build and repair any type of vessel.

The wharves in the Port are built parallel to the river banks and extend for over 10 miles in length. Most are covered by single-story steel transit sheds and afford an area of over 7,000,000 sq. ft. on which to handle cargo at shipside.

The wharves owned and controlled by the Board of Commissioners of the Port of New Orleans are as follows:

Wharf.	Length Feet.	Covered Area Sq. Ft.	Open Area Sq. Ft.
Coal Handling Plant	750	.....	31,250
Grain Elevator	2,000	.....	41,500
*Cotton Warehouse	2,250	329,700	112,500
Louisiana Avenue	139	.....	26,495
Eight-Harmony Streets	1,297	208,378	38,564
Seventh Street	600	.....	106,887
Sixth Street	600	97,800	12,628
Fourth Street	511	96,737	8,880
First Street	1,800	244,801	49,447
At Jackson Avenue	165	.....	31,137
St. Andrew Street	1,607	114,795	27,536
Celeste Street	1,180	152,397	25,859
Robin Street	3,310	388,591	141,862
Erato Street	987	192,116	36,725
St. Joseph Street	260	13,000	4,636

Wharf.	Length Feet.	Covered Area Sq. Ft.	Open Area Sp. Ft.
Julia Street	548	59,600	31,429
Girod Street	560	97,563	22,003
Poydras Street	700	157,500	20,225
Canal Street	270	.....	26,205
Bienville Street	1,263	104,340	103,656
Toulouse Street	1,247	117,929	39,938
Dumaine Street	1,340	131,952	32,767
Gov. Nicholls Street	527	30,030	18,807
Mandeville Street	1,096	79,056	23,500
Press Street	993	42,212	51,307
Louisa Street	1,034	44,950	112,751
Desire Street	440	101,218	13,039
Congress Street	519	48,160	77,383
Pauline Street	1,022	137,943	62,482
Charbonnet Street	600	.....	66,980
Powder Street	56	.....	4,310
Diana Street	300	.....	4,150
Total	29,961	2,990,768	1,406,868

Wharves .....5.75 Miles
Transit Sheds .....4.55 "

* In the rear of which is a concrete 2-story Wharfhouse.

Railroad Import and Export Terminals:

The Stuyvesant Docks, the Illinois Central Railroad terminal, is located on the Mississippi River between Napoleon Avenue and Louisiana Avenue. It has a frontage of approximately one mile. The wharf is 4,739 feet in length and varies in width from 131 to 150 feet. The total area equals 718,960 square feet. A single-story transit shed covers the wharf.

In the rear of this wharf are three brick warehouses, having a floor area of 640,167 square feet. They serve as storage in transit warehouses. Two grain elevators, with a storage capacity of 2,500,000 bushels of grain, capable of loading 140,000 bushels of grain per hour into seven vessels, are also in the rear of the wharf.

The railroad yard is sufficient to serve such a plant.

The Southern Railway System operates its terminals at Port Chalmette and Chalmette Slip. Both are located a short distance below the City.

At Port Chalmette the wharf is approximately 2,000 feet in length, with an area of 50,000 square feet. A small coaling plant and a grain elevator of 500,000 bushels storage capacity are in the vicinity of this wharf. Several warehouses complete the terminal.

Chalmette Slip is the only slip on the Mississippi River.

It is 1,800 feet long, 300 feet wide and 30 feet in depth. It is capable of handling six large vessels comfortably at one time. Two reinforced concrete docks line the sides of this slip. Dock No. 1 is a single-story structure, 1,300 feet long and 120 feet wide. It has an area of 156,000 square feet. Dock No. 2 is a two-story structure, 1,680 feet in length with a ground floor width of 130 feet and a second story width of 119 feet. Its area is 418,320 square feet. Railroad tracks also serve the second floor of this shed.

The facilities of the Southern Railway System furnish one mile of berthing space and a total of 624,320 square feet on which to handle cargo.

At Westwego, on the west bank of the River opposite the upper limits of the City, are the Trans-Mississippi Terminal Company's (Texas & Pacific Railway Co. and Missouri Pacific Railroad) facilities. These cover an area of about 200 acres and have a wharf frontage of over half a mile. The wharf area for handling cargo totals 483,750 square feet. There are two grain elevators at this terminal with a combined storage capacity of 1,350,000 bushels of grain. The loading capacity of these elevators is 60,000 bushels per hour to one or three steamers. The yard has a capacity of 1,360 cars.

The Southern Pacific Railroad and Steamship Company operates two private terminals at the Port. Both are located on the west bank. These terminals have a combined length of over 1,500 feet and an area of 203,100 square feet, of which 97,250 is covered. Most of the Southern Pacific business is handled over the public landings through the Toulouse and Dumaine Street Sheds.

Private Terminals:

In the Port, besides the public wharves, railroad terminals and the United States Government landings, over 30 industries have their own private terminals. Most of these are located on the west bank of the river opposite New Orleans.

The American Sugar Refining Company's wharf, a short distance below the City on the east bank, is the largest privately owned wharf in the Port. The import and export wharf is 1,160 feet in length and 80 feet wide. A single story transit shed covers this wharf in which there is a telpher system connecting it with warehouses in the rear. There are 25 cars in this system, each driven by one man and carrying one ton of sugar from the wharf to the warehouse, a distance of 2,000 to 3,000 feet for the round trip, in less than five minutes.

The railroad and private wharves in the Port have a combined area of 3,020,396 square feet.

Warehouses:

Cotton, grain, tobacco, coffee, sugar, rice and molasses are the chief commodities stored at this Port. The privately owned

public warehouses of the Port (excluding cotton storage), have a total floor area of 2,000,000 square feet, of which over 1,000,000 square feet is within 500 feet of the water front. All have their own side tracks and many are served by two or more railroads. Insurance rate on cargo stored is as low as 22c per $100.00. The storage rates of these warehouses are lower than those of any other city.

The Dock Board Public Cotton Warehouse:

The Dock Board built, in 1914, at a cost of over six million dollars, the Public Cotton Warehouse and Wharf Terminal which is the largest plant of its kind in the world. The buildings, five warehouses, a compress plant, and a wharf house are all built of reinforced concrete. The wharf is built of creosoted timber. The storage capacity of the plant is 420,000 bales and its daily capacity for receiving cotton is 7,500 bales from cars and 2,000 bales from vessels. It is possible to load four ocean vessels simultaneously at the wharf.

The Public Belt Railroad serves this plant and the switching charges are absorbed by the trunk line railroads. The Dock Board operates the cotton warehouse, but responsibility for weighing, inspecting, sampling and marking of cotton is directly assumed by the New Orleans Cotton Exchange. The receipts issued for cotton handled in these fire-proof buildings have a wide negotiability. The insurance rate is 24 cents per one hundred dollars per annum.

In addition to this plant there are many privately owned facilities making possible the storage of over 500,000 bales of cotton in the Port at one time.

Dock Board Wharves and Warehouses at the Army Supply Base:

The Army Supply Base, which is now partly under the operation of the Dock Board and open for commercial use, was built by the United States Government in 1918 and 1919. It consists of a covered two-story wharf 2,000 feet long, recently destroyed by fire, but now being rebuilt by the Dock Board, and three six-story concrete warehouses 140 feet wide and 600 feet long.

The storage capacity of this plant, as constructed, was 178,500 tons of freight. Expressing the same figures in items of standard pakages:

Coffee	bags	3,400,000
Sisal	bales	500,000
Cotton	bales	600,000
Tobacco	hogsheads	150,000

The Public Belt Railroad serves the Army Supply Base. The car storage yard accommodates a total of 743 cars.

Grain Elevators:

There are eight grain elevators in the Port:

Name	Owner	Storage Capacity Bushels
Public Grain Elevator	Dock Board	2,622,000
Elevator "A"	Trans-Miss. Term	350,000
Elevator "B"	Trans-Miss. Term	1,000,000
Elevator "C"	I. C. R. R	350,000
Elevator "D"	I. C. R. R	1,000,000
Elevator "E"	I. C. R. R	1,500,000
Chalmette	Southern Railway	500,000
New Basin	John T. Gibbons	250,000
		7,572,000

The combined loading capacity, elevator to ship, of these elevators is 296,000 bushels per hour.

Dock Board Public Grain Elevator:

The Public Grain Elevator is built of reinforced concrete, it is absolutely fire-proof and equipped with an up-to-date dust-collecting system. It is entirely modern in design and construction. It is located on the Mississippi River and the Public Belt Railroad, and has the following capacities:

Storage	bushels	2,622,000
Unloading from cars	bushels per day	200,000
Unloading from vessels	bushels per day	80,000
Loading to vessels	bushels per hour	100,000

The Public Grain Elevator is open on absolutely equal terms to all railroads.

To facilitate the movement of grain by barge from St. Louis and Cairo to New Orleans, the Marine Leg Unloader was added to the Public Grain Elevator. It transfers 15,000 bushels of grain hour from barge to elevator.

Chalmette Slip—Southern Railway Terminal

Fuel—*Dock Board Public Coal Handling Plant:*

The Board owns and operates the Public Coal Handling Plant. This plant, located on the Mississippi River in the upper limits of the Port, has a storage capacity of 25,000 tons of coal, coke or ore. It is possible to transfer coal to a vessel at a rate of 1,000 tons per hour. The wharf affords berthing space for three vessels and both bunker and cargo coal is handled.

Many vessels are bunkered at the landings by floating colliers owned by private firms. There is no public oil station in the Port, but all of the large oil companies have floating equipment for bunkering purposes.

Loading and Unloading of Vessels:

Vessels are loaded and unloaded by longshoremen employed by private stevedoring firms. Mechanical equipment has been developed for the handling of bananas, cotton, grain, sugar, molasses, coal and oil. Conveyors are also used by the coastwise vessels, river craft and barge lines for general cargo. The Port has three fruit landings equipped with thirteen banana unloaders to handle green fruit. These conveyors are each capable of unloading 2,500 bunches of bananas per hour.

There are sufficient cranes, floating and locomotive, to handle any shipment of heavy freight passing through the Port. The "Pelican," a privately owned floating crane, has a lifting capacity of 100 tons on a radius of 100 feet.

Supplies and Repairs:

Old and reliable ship chandlers, handling articles to meet the need of every type of vessel, are established in the City.

There are many marine repair plants in the Port. Some are located on the water edge and some a short distance to the rear.

The Jahncke Dry Dock & Ship Repair Plant has two floating dry docks—one with a lifting capacity of 12,000 tons, They maintain an efficient organization thoroughly capable of handling marine repairs of any kind.

The Johnson Iron Works, Dry Dock and Shipbuilding Company has facilities for general marine repairs and the building of tugs, barges, and river steamboats. This firm is now building for the Dock Board the "Deluge," a fire fighting tug capable of pumping 10,000 gallons of water per minute. Their largest dry dock has a capacity of 5,000 tons.

The Algiers Iron Works have recently added a dry dock to their marine repair department.

Patrol Service:

The harbor is patrolled by the Board's Police Department. It consists of 103 men and two motor patrol boats.

All distress and fire calls are answered free by the "Samson," a fire-fighting tug operated by the Dock Board. The "Deluge" is expected to be added to this service at an early date.

RAILROADS SERVING THE PORT

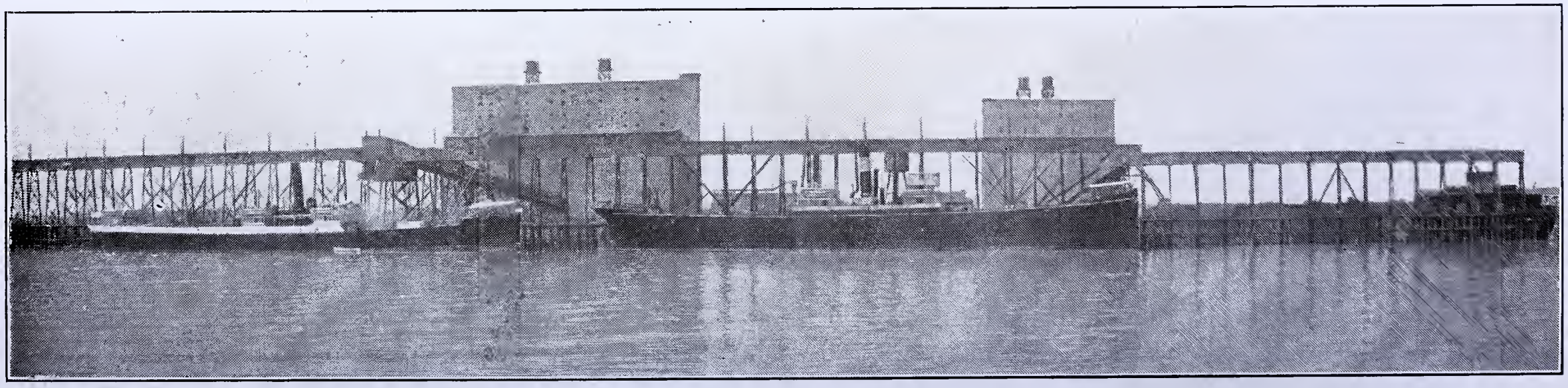
TWELVE railroads enter New Orleans. Ten spread fan-shaped north, east and west, giving trunk line connections with all important points of the United States.

These railroads have each contributed greatly to the growth of the Port, and four own private import and export terminals on the Mississippi River at New Orleans.

Illinois Central Railroad Company.
Louisiana Southern Railway Company.
Yazoo & Mississippi Valley Lines.
Louisville & Nashville Railroad Company.
New Orleans and Lower Coast Railroad.
New Orleans and Great Northern Railroad.
Louisiana Railway and Navigation Company.
Morgan's Louisiana and Texas Railroad and Steamship Company (Southern Pacific Railway).
Gulf Coast Lines.
Missouri Pacific Railroad.
Southern Railway System.
Texas and Pacific Railway Company.

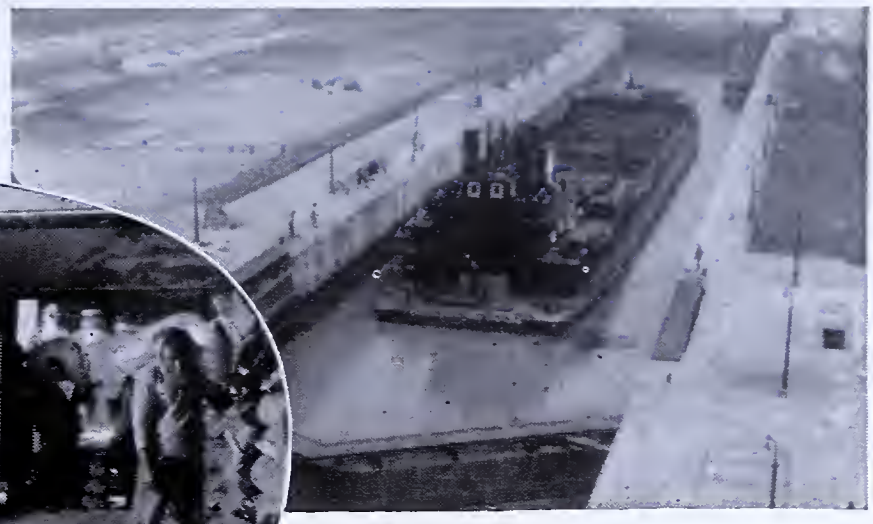
The New Orleans Public Belt Railroad, a terminal switching railroad whose business it is to transfer cars from railroads to railroads, wharves, industries, or to delivery tracks and vice-versa has connections with each of these twelve railroads. The Belt is municipally owned and operated. Its main line (double track) is along the river front and the west bank of the Inner Harbor-Navigation Canal. It serves all of the public facilities along the river front, the Canal, and many contiguous industrial plants.

Stuyvesant Docks — Illinois Central R. R. Terminal



Trans-Mississippi Terminal Company — Grain Export Terminal

Modern Barges



INLAND WATER FEEDERS

ON account of congestion in the railroad traffic in 1917-18, the United States Government began the operation of the Mississippi-Warrior River Barge line because of the fundamental economies expected from a return of water transportation.

The Barge Line's equipment and terminals are modern and efficient. Its barges, built of steel, have a carrying capacity of 2,000 tons of cargo each. They are towed by powerful tow-boats designed and built especially for this work.

Freight rates are 80 per cent of the rail rates, the Barge Line Service has extended economies to points not on the river. It issues through bills-of-lading.

For the fiscal year ending June 30, 1922, it handled 655,780 tons of freight, on which a saving of $850,000 in freight charges accrued to the shippers. In its one hundred and twenty different commodities handled corn supplied 171,902; sugar, 116,-819; burlap, 36,332; cotton, 34,141; coffee, 22,386, and sisal, 12,848 tons.

Approximately 20,000 tons of cargo originating in the Central West come to the Port of New Orleans by barge and was trans-shipped to the Pacific Coast of the United States at a considerable saving in freight rates. Over 40,000 tons of cargo were handled to and from Chicago last year, and with the completion of the Illinois waterway in 1924, this business is expected to multiply many times.

Several local packet and barge lines operate from the Port, connecting the cities and towns located on the smaller streams with New Orleans.

Mississippi-Warrior River Barge Line—Towboat with tow

THE SAILINGS FROM THE PORT

THE Port of New Orleans has freight and passenger service with the principal ports of the world. The following list gives the ports of call, the New Orleans agents, and the sailings.

AFRICA		
Alexandria	Trosdal-Plant & Lafonta	15 Days
Oran	Norton, Lilly & Co	Monthly
Colombo, Durban	Steele S. S. Co	Monthly
West Coast	Lykes Bros.	Monthly
	Richard Meyer Co	Irregular
CANARY ISLANDS		
Las Palmas	Texas Transport & Terminal Co	Irregular
EUROPE		
UNITED KINGDOM		
London, Liverpool, Manchester	Leyland Line	Weekly
	Strachan Shipping Co	
	Southern Shipping & Trading Co	Monthly
	Alfred LeBlanc	Irregular
	Lykes Bros.	Every 3 weeks
	M. & R. Warriner	Irregular
	Richard Meyer Co	Monthly
	Trosdal-Plant & Lafonta	15 Days
	Norton, Lilly & Co	Irregular
Hull, Leith, New Castle	Richard Meyer Co	Monthly
Belfast, Dublin, Greenmock, Glasgow	Ross & Heyn	Monthly
	Trosdal-Plant & Lafonta	15 Days
Avonmouth	Trosdal-Plant & Lafonta	Monthly
FRANCE		
Havre, Bordeaux, Dunkirk	Mississippi Shipping Co	15 Days
	Leyland Line	Irregular
	Texas Transport & Terminal Co	10 Days
Marseilles, Cette and Mediterranean Ports	Charles Harrington	Monthly
	Trosdal-Plant & Lafonta	Monthly
	Norton, Lilly & Co	Monthly

BELGIUM

Antwerp	Lloyd Royal Belge	15 Days
	Mississippi Shipping Co	15 Days
	Leyland Line	Irregular
	Alfred LeBlanc	Irregular
	Texas Transport & Terminal Co	3 weeks
Ghent	Mississippi Shipping Co	15 Days

HOLLAND

Rotterdam Amsterdam	Southern Shipping & Trading Co	Monthly
	Lykes Bros.	15 Days
	Texas Transport & Terminal Co	3 weeks
	Vogemann-Goudrian Co., Inc	15 Days

GERMANY

Hamburg Bremen	Charles Harrington	Monthly
	Richard Meyer Co	Monthly
	Steele S. S. Co	Monthly
	Vogemann Goudrian Co., Inc	15 Days
	Lykes Bros.	10 Days
	Leyland Line	Irregular
	Southern Shipping & Trading Co	Monthly

PORTUGAL

Lisbon Oporto Bilboa Pasages	Tampa Inter-Ocean S. S. Co	Monthly

FREE CITY OF DANZIG

Danzig	Steele S. S. Co	Monthly

DENMARK

Copenhagen	Steele S. S. Co	Monthly
	Trosdal-Plant & Lafonta	15 Days
	American Baltic Chartering & Shipping Co	3 Weeks

SCANDINAVIA

Bergen Stavanger Khristiania Gottenborg Stockholm	Trosdal-Plant & Lafonta	15 Days
	Richard Meyer Co.	Irregular

SPAIN

Barcelona Valencia Vigo	Vila & Co	Semi-monthly
	Chas. Harrington	Monthly
	Tampa Inter-Ocean S. S. Co	Semi-monthly
	Southern Steamship Agency	

ITALY

Genoa	Ross & Heyn, Inc	Monthly
	Chas. Harrington	Monthly
	Lykes Bros.	Monthly
	Trosdal-Plant & Lafonta	Semi-monthly
Naples Leghorn Palermo Venice	Trosdal-Plant & Lafonta	15 Days

ADRIATIC SEA PORTS

Trieste and other ports	Ross & Heyn	Monthly
	Trosdal-Plant & Lafonta	15 Days
	Strachan Shipping Co	3 Weeks

GREECE

Saloniki Piareus	Trosdal-Plant & Lafonta	15 Days

TURKEY

Constantinople	Trosdal-Plant & Lafonta	15 Days

MEXICO

Vera Cruz	Vaccaro Bros. & Co.	10 Days
	Gulf Navigation Co.	14 Days
	Campania Naviera Mexicana S. A.	10 Days
	New York and Cuba Mail S. S. Co.	Semi-monthly
	Munson S. S. Line	Bi-monthly
	Steele S. S. Line	Irregular
Tampico	Munson S. S. Line	Bi-monthly
	Steele S. S. Line	Irregular
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
	Gulf Navigation Co.	14 Days
	Compania Naviera Mexicana S. A.	10 Days
Progresso	W. H. Cowley S. S. Co.	10 Days
	N. Y. & Cuba Mail S. S. Co.	Irregular
	Compania Naviera Mexicana S. A.	10 Days
Puerto Mexico	Munson S. S. Line	Bi-monthly
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
Frontera	Vaccaro Bros. Co.	10 Days
	H. W. Cowley S. S. Co.	12 Days
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
Laguna Campeche Del Carmen	W. H. Cowley S. S. Co.	3 Weeks
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly

WEST INDIES

CUBA

Havana	Southern Pacific Co.	Weekly
	United Fruit Co.	*
	Southern S. S. Agency, Inc.	
	Munson S. S. Line	Bi-monthly
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
Cienfuegos	United Fruit Co.	*
Santiago	Orr Fruit & S. S. Co.	10 Days
	Munson S. S. Line	Bi-monthly
	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
Matanzas Cardenas Sagua Caibarien Nuevitas Antilla Cienfuegos Manzanillo Guantanamo	N. Y. & Cuba Mail S. S. Co.	Semi-monthly
	Munson S. S. Line	Bi-monthly

PORTO RICO

Arecibo Arroyo Aguadilla Guancia Jobos Mayaguez Ponce San Juan	N. Y. & Porto Rico S. S. Co.	Weekly
	Munson S. S. Line	Bi-monthly

JAMAICA

Kingston	United Fruit Co.	*
Port Antonio and Others	Orr Fruit & S. S. Co.	10 Days

HAITI

Port au Prince	New Orleans & South American S. S. Co.	Every 3 weeks

FRENCH WEST INDIES

Guadaloupe Martinique	New Orleans & South American S. S. Co.	Every 3 weeks

BRITISH WEST INDIES

Barbados	New Orleans & South American S. S. Co.	Every 3 weeks

CENTRAL AMERICA

COSTA RICA

Port Limon	United Fruit Co.	*

HONDURAS

Puerto Cortez	United Fruit Co.	*
	Cuyamel Fruit Co.	Weekly
La Ceiba	Vaccaro Bros. & Co	Semi-weekly
Omoa	Cuyamel Fruit Co	Weekly
Tela	United Fruit Co	*
Puerto Castilla		

BRITISH HONDURAS

Belize	United Fruit Co	*
Punta Gorda		

NICARAGUA

Bluefields	N. O. & Bluefields Fruit & S. S. Co	10 Days
Cape Gracias	United Fruit Co	*
	Orr Fruit & Shipping Co	14 Days

GUATEMALA

Livingston	United Fruit Co	*
Puerto Barrios		

PANAMA

Almirante	United Fruit Co	*
Bocas del Toro		
Cristobal		
Panama City		
	Steele S. S. Co	
Colon	United Fruit Co	*
West Coast	United Fruit Co.	*
	International Mahogany & Trading Co	90 Days

*The United Fruit Company dispatches between 40 and 50 ships monthly to these ports.

SOUTH AMERICA

ARGENTINE

Buenos Aires	Mississippi Shipping Co	Semi-monthly
	Lloyd Brasiliero	Monthly
	Steele S. S. Co	Monthly
	Norton-Lilly & Co	Irregular

BRAZIL

Rio de Janeiro	Mississippi Shipping Co	Semi-monthly
Santos	Cia de Nav. Lloyd Brasiliero	Monthly
	Steele S. S. Co	Monthly
Victoria	Steele S. S. Co	Monthly
River Platte	Alfred LeBlanc	Monthly
	Southern Shipping & Trading Co	Monthly

COLOMBIA

Puerto Colombia	United Fruit Co.	
Barranquilla		
Cartagena	N. Y. & South American S. S. Co	3 Weeks
Santa Marta		

VENEZUELA

LaGuiara	N. O. & South American S. S. Co	Every 3 weeks

BRITISH GUIANA

Georgetown	N. O. & South American S. S. Co	Every 3 weeks

DUTCH GUIANA

Paramaribo	N. O. & South American S. S. Co	Every 3 weeks

URUGUAY

Montevideo	Mississippi Shipping Co	Semi-monthly
	Cia de Nav. Lloyd Brasiliero	Monthly
	Steele S. S. Co	Monthly
	Norton, Lilly & Co	Irregular

WEST COAST

The followin lines maintain service to the West Coast of South America, some trans-shipping: United Fruit Co., N. O. & South American S. S. Co.

The lines maintaining irregular service to South America are: Richard Meyer, M. & R. Warriner, Strachan Sripping Co., Inc., Steele S. S. Line.

JAPAN AND CHINA

Yokohama, Kobe, Shanghai, Honk Kong	Steele S. S. Co	Monthly
	Tampa Inter-Ocean S. S. Co	Monthly
	Charles Harrington	Monthly
	Texas Transport & Terminal Co	Irregular
	M. & R. Warriner	Irregular
	Norton, Lilly & Co	Three weeks

PACIFIC ISLAND

Honolulu, Manila	Tampa Inter-Ocean S. S. Co	Monthly
	Norton, Lilly & Co	Irregular

AUSTRALIA AND NEW ZEALAND

	Richard Meyer	Irregular
	Norton-Lilly & Co	Every 5 weeks

COASTWISE

New York	Southern Pacific Co	Semi-weekly
Boston	Southern Pacific Co	Irregular
Pacific Coast Ports	Steele S. S. Co	10 Days
	Alfred LeBlanc	Semi-monthly
	Richard Meyer	Monthly
Tampa	Gulf & Southern S. S. Co	Weekly

The following steamship agents do a general chartering business: W. J. Hammond Co., Ltd., A. A. & L. E. Meyer, Arthur H. Page Co., Southern Shipping & Trading Co., Inc.

Public Landings

CONSULS

Belgium—Maurice Ulser, 1018 Canal-Commercial Bldg.
Bolivia—Gregorio Garrett, 620 Godchaux Bldg.
Brazil—V. F. da Cunha, 507 Iberville St.
Chile—Comingo Pena Toro, 314 Orme Bldg.
Colombia—D. J. Fallon, 413 Maison Blanche Bldg.
Cuba—Ed. Patterson, 405 Bienville St.
Ecuador—Ismael Aviles, 1018 Carondelet Bldg.
France—Charles Barrett, 1548 Jackson Ave.
Germany—Baron H. F. Von Ungelter, Whitney-Central Bldg.
Great Britain—Major C. Braithwaite Wallis, 1220 Philip St.
Greece—L. Crisantopoulo, 2336 Esplanade Ave.
Guatemala—J .D. Mayorga, 312 Pan-American Bldg.
Hayti—N. V. Carrié, 606 Commercial Place.
Honduras—E. Toledo Lopez, 508 Godchaux Bldg.
Italy—Wm. Silenzi, 1100 Decatur St.
Mexico—Auturo M. Elias, 625 Hibernia Bank Bldg.
Nicaragua—Augustin Bolanos, 402 Interstate Bank Bldg.
Panama—E. de la Ossa, 606 Commercial Place.
Peru—Felipe Derteano, 314 Carondelet Bldg.
Poland—Z. Nowicki, 1115 N. Robey St., Chicago, Ill.
Salvador—Leonilo Montalvo, 909 Canal-Commercial Bldg.
Spain—Jose Llado de Cosso (Acting), 819 Gravier St.
Switzerland—Paul U. Thalmann, 730 Gravier St.
Venezuela—Alfredo Olavarria, 1018 Carondelet Bldg.
Argentina—A. LeBlanc, 833 Gravier St.
Costa Rica—J. Marshall Quintero, 809 Canal-Commercial Bldg.
Denmark—T. Hofmann Olsen, 920 Hibernia Bank Bldg.
Japan—Micho Kahu, Sixth and Prytania Sts.
Netherlands—W. J. Hammond, 1020 Hibernia Bank Bldg.
Norway—W. W. Young, 320 St. Charles St.
Paraguay—L. Lloveras, 604 Queen & Crescent Bldg.
Portugal—Louis C. Carvalho, Pan-American Bldg.
Santo Domingo—J. Barcenas, Maison Blanche Bldg.
Sweden—Geo. Plant, 1119 Whitney Bldg.
Uruguay—Henry Lange, 321 St. Charles St.

INNER HARBOR NAVIGATION CANAL

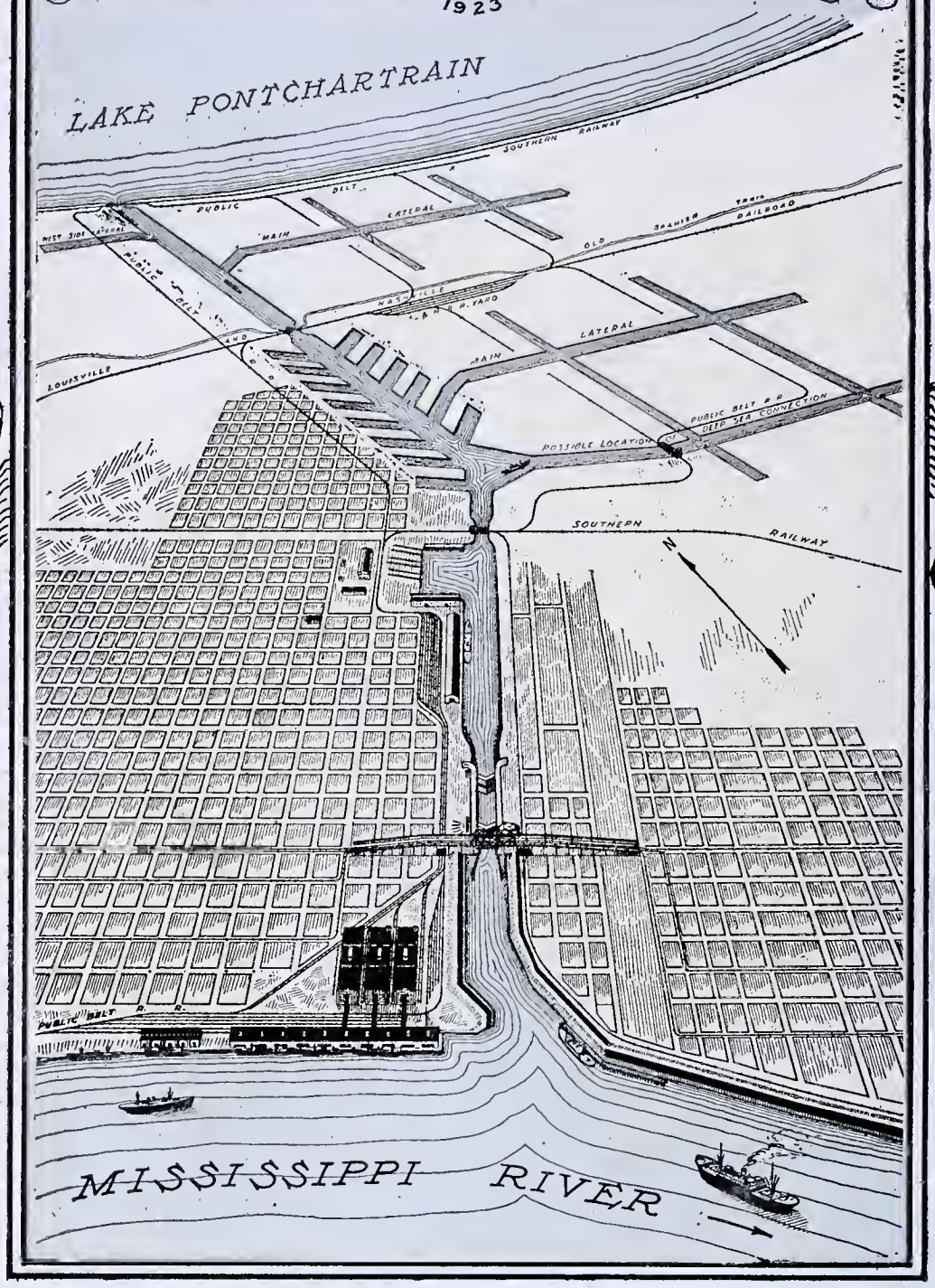
NEW ORLEANS - SECOND PORT U.S.A

R.S. HECHT, President
A. M. LOCKETT, Vice-President
NEAL M. LEACH, Treasurer
W.L. RICHESON, Chairman Finance Committee
E.S. BUTLER

BOARD OF COMMISSIONERS OF THE PORT OF NEW ORLEANS 1896

J.H. WALSH, General Manager
TILEY S McCHESNEY, Asst. Gen. Mngr.
SAM'L YOUNG, Chief Engineer
R.K. SMITH, Director of Industrial Develop'nt.
GEO. W. GOETHALS ENGR. CO., Cons'ng. Engrs.
J.F COLEMAN, Consulting Engineer

1923



BIRD'S EYE VIEW OF C